

Safety



Service

**Denver and Rio Grande Western
Railroad Company**

TIME-TABLE

**OF THE
UTAH DIVISION**

No.

8

**EFFECTIVE AT 12:01 A. M.
MOUNTAIN STANDARD TIME**

Sunday, October 6, 1968

**For the exclusive guidance of Employees;
not for the information of the Public**

JOHN AYER, JR.
Vice President - Operations

D. J. BUTTERS
Chief Transportation Officer

R. E. DAVIS
Superintendent

ASSISTANT SUPERINTENDENT

A. H. NANCE.....Roper

TRAINMASTERS

M. M. KANDERIS.....Ogden
 J. E. ABERTON.....Roper
 C. W. HEARN.....Provo
 J. M. SLOAN.....Helper
 L. O. FICKLIN.....Grand Junction
 E. R. MORAN.....Grand Junction

TERMINAL TRAINMASTERS

S. F. TEZAK.....Roper
 D. W. POPE.....Grand Junction

ROAD FOREMEN OF EQUIPMENT

E. R. HOUSE.....Roper
 R. G. BUFFALOW.....Helper
 H. P. KEELE.....Grand Junction

CHIEF DISPATCHERS

A. R. JOHNSON.....Roper
 Subdivisions 6, 7, 6-B, 6-C, 6-D, 6-E, 6-G, 6-H, 6-J, 6-K, 6-L,
 and 7-A
 J. K. BROCKETT.....Grand Junction
 Subdivisions 5, 5-A, 5-B, 16 and 16-A

In case of emergency, at night when **Roper** switchboard is closed, or on Saturdays, Sundays and Holidays, the following offices may be reached by commercial telephones when there are no other means of communication available.

Roper, Chief Dispatcher.....486-1937
 Roper, Yard Office.....486-6183
 Roper, Diesel Shop.....486-6376
 Helper, Yard Office.....472-5871
 Grand Junction, Chief Dispatcher.....242-5153
 Grand Junction, East Yard.....242-3893

RADIO SHOPS: Grand Jct and Roper

AVOID DAMAGE — SWITCH CUSTOMERS' CARS CAREFULLY

OVERSPEED Couplings are DAMAGING—Here's what happens:

4 miles per hour <input type="checkbox"/>	SAFE COUPLING SPEED
5 miles per hour <input type="checkbox"/>	Damage begins
6 miles per hour <input type="checkbox"/>	2½ times as damaging as 4 MPH
7 miles per hour <input type="checkbox"/>	3 times as damaging as 4 MPH
8 miles per hour <input type="checkbox"/>	4 times as damaging as 4 MPH
9 miles per hour <input type="checkbox"/>	5 times as damaging as 4 MPH
10 miles per hour <input type="checkbox"/>	6 times as damaging as 4 MPH

Damage to freight or car can be avoided by always keeping coupling speed within the safe range — **NOT OVER 4 MILES PER HOUR — A BRISK WALK.**

**HANDLE FREIGHT CAREFULLY AND
 KEEP OUR CUSTOMERS!**

STATIONS	EASTWARD					WESTWARD									
	42	48	52	54	34	75	71	77	99	95	81	97	89	83	87
North Yard.....	800A	900A	600P	600P	630P				800P	645P	500P	1201P	1100A	600A	430A
Bond.....	200A	400A	100P	140P	235P		400P		125A	1045P	930P	520P	250P	1000A	810A
Pueblo.....	1000A	1100A	700P	700P	750P	900P		300P							
Salida.....	630A	800A	415P	430P	520P	1210A	640P	540P							
Minturn.....	230A	430A	115P	155P	250P	420A	1005P	905P							
Grand Junction ...	8-930P 6-1000P 730P	8-1201A 6-1210A 1000P	8-835A 6-830A 700A	8-1015A 6-1010A 855A	8-1120A 6-1120A 1115A	800A 830A	125A 135A	1225A 1235A	555A 630A	210A 220A	100A 105A	920P 950P	620P 625P	125P 130P	1130A 1135A
Helper.....	230P	500P	200A	510A	800A	120P	530A	430A	1150A	545A	445A	300A	950P	455P	250P
Roper.....	900A 730A	1230P 1100A	830P 915P	145A 135A	500A 435A	500P 555P	900A 200P	800A 200P	400P 555P	850A 200P	800A 200P	700A 200P	100A 120A	800P 120A	540P 555P
Ogden.....	600A	1000A	800P	1230A	340A	650P	300P	300P	650P	300P	300P	300P	230A	230A	650P
Delivered to Connection.....	Q 900A RI 800A MP 1100A	Q 1000A RI 900A MI 1201P	Q 700P RI 600P MP 800P	Q 700P RI 600P MP 800P	Q 700P RI 630P MP 850P	WP 600P SP 650P	WP 1000A SP 300P	WP 900A SP 300P	WP 600P SP 650P	WP 850A SP 300P	WP 900A SP 300P	WP 800A SP 300P	WP 200A SP 230A	WP 900P SP 230A	WP 640P SP 650P

4 WESTWARD

EASTWARD

SECOND CLASS	Station Number	Mile Post	Subdivision 5 Stations	Capacity of Siding	SECOND CLASS
17 California Zephyr					18 California Zephyr
Leave Daily			TIME-TABLE No. 8 Oct. 6, 1968		Arrive Daily
3 55PM	5000	449.6	2 Ma. Trk. GRAND JCT... DNRBKJ	Yard	11 10AM
	2802	451.7	2.1 DURHAM	96	
	2806	456.9	5.2 RHONE	103	
	2808	460.5	3.6 FRUITA	129	
	2812	468.9	8.4 MACK	148	
	2816	473.1	4.2 RUBY	145	
	2818	478.0	4.9 SHALE	85	
	9920	483.3	5.3 UTALINE	116	
	9922	488.4	5.1 WESTWATER	98	
	9926	498.1	9.7 AGATE	150	
	9928	504.4	6.3 CISCO	91	
	9930	510.5	6.1 WHITEHOUSE	123	
	9932	515.6	5.1 ELBA	104	
	9934	520.7	5.1 SAGERS	149	
s 5 15	9938	528.1	7.4 THOMPSON	137	s 9 45
	9940	533.8	5.7 BRENDDEL	96	
	9942	540.4	6.6 FLOY	112	
	9944	546.9	6.5 SOLITUDE	150	
f 5 38	9950	555.2	8.3 GREEN RIVER	133	f 9 18
	9003	561.5	6.3 SPHINX	116	
	9004	567.6	6.1 DESERT	115	
	9006	574.2	6.6 CLIFF	115	
	9008	581.4	7.2 WOODSIDE	123	
	9010	586.6	5.2 GRASSY	118	
	9012	593.1	6.5 CEDAR	114	
	9014	599.3	6.2 VERDE	98	
	9016	603.2	3.9 MOUNDS	111	
	9021	611.1	7.9 WASH	185	
	9022	613.0	1.9 WELLINGTON	117	
s 6 50	9026	619.1	6.1 PRICE	E 120	s 8 15
	9028	622.1	3.0 MAXWELL	W 81	
			4.3 HELPER	114	
7 05PM	9032	626.4	DNRBK	Yard	8 03AM
Arrive Daily			(176.8)		Leave Daily

WESTWARD

EASTWARD 5

SECOND CLASS	Station Number	Mile Post	Subdivision 6 Stations	Capacity of Siding	SECOND CLASS
17 California Zephyr					18 California Zephyr
Leave Daily			TIME-TABLE No. 8 Oct. 6, 1968		Arrive Daily
7 08PM	9032	626.4	HELPER..... DNRBK	Yard	8 00AM
	9038	628.8	2.4 UTAH RY JCT..... J		
	9044	630.4	1.6 CASTLE GATE.....	Yard	
	9050	638.9	8.5 KYUNE..... W	102	
	9054	644.4	5.5 COLTON..... WJ	Yard	
	9056	651.4	7.0 SOLDIER SUMMIT. WY	N152 S156	
8 08	9060	661.0	4.6 GILLULY..... W	150	
8 16	9062	665.6	6.6 DETOUR.....	E103	6 48
8 25	9066	672.2	4.3 NARROWS.....	E116	6 39
8 33	9068	676.5	4.4 RIO.....	E108	6 30
8 39	9070	680.9	4.4 THISTLE..... DNBKJWY	W145 E123	6 23
8 55	9302	695.8	W14.9 E15.9		
		698.9	3.1 SPRINGVILLE..... J		6 06
s 9 05	9310	701.1	2.2 U.P. CROSSING.....		s 6 00
		705.7	4.6 PROVO..... RDNBFJKOSWY	Yard	
		707.2	1.5 U.P. CROSSING.....		
	9317	707.2	1.2 GENEVA.....		
	9319	708.4	1.2 PIPE MILL.....		
	9321	715.0	6.6 AMERICAN FORK....	175	
	9325	720.3	5.3 MESA.....	150	
	9328	728.6	8.3 RIVERTON.....	130	
	9329	733.2	4.6 ENDOT.....		
	9332	734.9	1.7 MIDVALE..... JWY	Yard E143	
9 45		740.7	5.8 EAST ROPER.....		
	9350	742.5	1.8 ROPER..... DNRBK	Yard	
		744.2	1.7 U.P. CROSSING.....		
10 00PM	6000	745.1	0.9 SALT LAKE CITY... BK	Yard	5 10AM
Arrive Daily			Eastward 119.7 Westward 118.7		Leave Daily

Schedule and train order time for trains at Provo apply at passenger station.

Schedule and train order time for Westward trains at East Roper apply at "End of CTC" sign.

In addition to CTC territory shown in Station column Sub Div 6, trains also operate by CTC, where designated by signs, on Westward Main Track East end Thistle and on Eastward Main Track West end Thistle.

Two Main Tracks between Gilluly and Springville and Eastward main track between Springville and Provo signaled for movement with current of traffic only. When operating against the current of traffic within these limits non ABS rules apply.

Two Main Tracks at all other locations are signaled for normal and reverse movements.

Freight trains, yard and other locomotives must make way for passenger trains without unnecessary delay.

6 WESTWARD ▼

▲ EASTWARD

Station Number	Mile Post	Subdivision 7 Stations TIME-TABLE No. 8 Oct. 6, 1968	Capacity of Siding
6000	745.1	SALT LAKE CITY.....BK	Yard
	745.5	0.4 GRANT TOWER.....	
	748.7	3.2 U.P. CROSSING.....	
	750.3	1.6 U.P. CROSSING.....	
9824	753.9	3.6 WOODS CROSS.....	150
9847	770.4	16.5 CLEARFIELD.....	150
	771.3	0.9 U.P. CROSSING.....	
	779.3	8.0 O.U.R. & D. CROSSING.....	
9886	781.1	1.8 TRANSFER.....DNRB	Yard
9886	782.0	0.9 OGDEN.....	

SUNNYSIDE BRANCH

Station Number	Miles from Mounds	Subdivision 5-A Stations TIME-TABLE No. 8 Oct. 6, 1968	Capacity of Siding
9106	17.5	SUNNYSIDE.....RWY	Yard
9104	13.2	4.3 COLUMBIA JCT.....JY	Yard
9101	5.8	7.4 BANNING.....	85
9016		5.8 MOUNDS.....J	Yard

Automatic Block Signals.....Mounds-MP 1.3

CANE CREEK BRANCH

Station Number	Miles from Brendel	Subdivision 5-B Stations TIME-TABLE No. 8 Oct. 6, 1968	Capacity of Siding
9943	35.8	POTASH.....	Yard
9941	28.5	7.3 EMKAY.....R	10
9939	21.3	7.2 SEVEN MILE.....	Yard
9940		21.3 BRENDEL.....	

SPRING CANYON BRANCH

Station Number	Miles from Spring Canyon Junction	Subdivision 6-B Stations TIME-TABLE No. 8 Oct. 6, 1968	Capacity of Siding
9128	5.0	SPRING CANYON.....	Yard
9034		5.0 SPRING CANYON JCT.....	

PLEASANT VALLEY BRANCH

Station Number	Miles from Colton	Subdivision 6-C Stations TIME-TABLE No. 8 Oct. 6, 1968	Capacity of Siding
9170	21.1	CLEAR CREEK.....	Yard
9156	15.2	5.9 SCOFIELD.....	
9054		15.2 COLTON.....JW	Yard

WESTWARD ▼ MARYSVALE
BRANCH ▲ EASTWARD 7

Station Number	Miles from Thistle	Subdivision 6-D Stations TIME-TABLE No. 8 Oct. 6, 1968	Capacity of Siding
9297	132.2	MARYSVALE.....	Yard
9294	120.6	11.6 SEVIER.....	16
9292	116.5	4.1 JOSEPH.....	24
9291	111.7	4.8 ELSNORE.....	23
9289	110.0	1.7 NIBLEY.....	55
9288	108.7	1.3 CENTRAL.....	15
9284	103.7	5.0 RICHFIELD.....	Yard
9279	100.1	3.6 KEMA.....	30
9275	96.3	3.8 SIGURD.....	34
9271	92.2	4.1 AURORA.....	51
9262	86.4	5.8 SALINA.....DBFKWY	Yard
9260	82.5	3.9 REDMOND.....	9
9259	79.2	3.3 AXTELL.....	18
9256	75.0	4.2 SPEARMINT.....	38
9254	72.9	2.1 GUNNISON.....	26
9251	60.8	12.1 MANTI.....	Yard
9228	53.4	7.4 EPHRAIM.....DY	Yard
9227	52.5	0.9 WEST EPHRAIM.....	61
9216	38.6	13.9 MT. PLEASANT.....	17
9214	32.0	6.6 FAIRVIEW.....	19
9209	23.3	8.7 HILL TOP.....	28
9206	14.8	8.5 INDIANOLA.....	23
9070		14.8 THISTLE.....DNBJKWY	Yard

TINTIC BRANCH

Station Number	Miles from Springville	Subdivision 6-E Stations TIME-TABLE No. 8 Oct. 6, 1968	Capacity of Siding
9438	33.8	IRON KING.....	9
9436	32.4	1.4 BURGIN.....	18
9437	31.3	1.1 FLORA.....	
9435	27.5	3.8 PEARL.....Y	8
9421	16.0	11.5 KEIGLEY.....	Yard
9420	15.4	0.6 SANTAQUIN.....	35
9418	10.8	4.6 PAYSON.....	28
9408	3.8	7.0 SPANISH FORK.....	23
9302		3.8 SPRINGVILLE.....J	Yard

PROVO CANYON
8 WESTWARD ▼ **BRANCH** ▲ **EASTWARD** 9

Station Number	Miles from Provo	Subdivision 6-G Stations TIME-TABLE No. 8 Oct. 6, 1968	Capacity of Siding
9544	27.9	HEBER..... Y	Yard
9542	24.2	3.7 CHARLESTON.....	13
9541	17.2	7.0 WALLSBURG.....	24
9310	.....	17.2 PROVO..... DNBFIKORSWY	Yard

OREM BRANCH

Station Number	Miles from Provo Jet	Subdivision 6-H Stations TIME-TABLE No. 8 Oct. 6, 1968	Capacity of Siding
9570	6.2	OREM.....	Yard
9564	4.8	1.4 SNOW.....	Yard
9313	.....	4.8 PROVO JCT..... J	Yard

BINGHAM BRANCH

Station Number	Miles from Midvale	Subdivision 6-J Stations TIME-TABLE No. 8 Oct. 6, 1968	Capacity of Siding
9632	11.9	COPPERTON.....	.....
.....	7.5	4.4 DALTON JCT..... J	.....
9624	5.1	2.4 WELBY..... JY	47
9622	2.0	3.1 WEST JORDAN.....	23
9332	.....	2.0 MIDVALE..... JWY	Yard

GARFIELD BRANCH

Station Number	Miles from Welby	Subdivision 6-K Stations TIME-TABLE No. 8 Oct. 6, 1968	Capacity of Siding
9676	12.8	MAGNA.....	.....
9670	6.0	6.8 KEARNS.....	9
9624	.....	6.0 WELBY..... JY	47

LARK BRANCH

Station Number	Miles from Dalton Jet	Subdivision 6-L Stations TIME-TABLE No. 8 Oct. 6, 1968	Capacity of Siding
9628	5.5	LARK.....	Yard
.....	.....	5.5 DALTON JCT..... J	.....

HOOPER BRANCH

Station Number	Miles from Roy	Subdivision 7-A Stations TIME-TABLE No. 8 Oct. 6, 1968	Capacity of Siding
9876	4.0	HOOPER.....	Yard
9864	1.1	2.9 BARTON.....	30
9854	.....	1.1 ROY..... J	.....

MONTROSE BRANCH
WESTWARD ▼ **BRANCH** ▲ **EASTWARD** 9

Station Number	Mile Post	Subdivision 16 Stations TIME-TABLE No. 8 Oct. 6, 1968	Capacity of Siding
2650	351.5	MONTROSE DBROY	Yard
2644	356.9	5.4 ROE.....	15
2638	362.2	5.3 OLATHE..... D	15
2634	367.5	5.3 CHIPETA.....	23
2630	372.8	5.3 DELTA..... DBRJKY	Yard
2624	377.5	4.7 ROUBIDEAU.....	60
2616	391.0	13.5 DOMINGUEZ.....	38
2614	397.7	6.7 BRIDGEPORT.....	75
2608	411.8	14.1 WHITEWATER.....	38
5000	424.3	12.5 GRAND JCT. DNRBJK	Yard

NORTH FORK BRANCH

Station Number	Mile Post	Subdivision 16-A Stations TIME-TABLE No. 8 Oct. 6, 1968	Capacity of Siding
2740	415.3	SOMERSET.....	Yard
2728	405.9	9.4 PAONIA DW	26
2718	397.8	8.1 HOTCHKISS.....	21
2714	392.5	5.3 ROGERS MESA.....	62
2712	385.5	7.0 PAYNE.....	28
2710	380.9	4.6 AUSTIN.....	14
2708	379.8	1.1 SAXTON.....	59
2630	372.8	7.0 DELTA..... DBRJKY	Yard

Tracks Not Shown as Stations in Time-Table

Name	Mile Post	Station Number	Car Capacity	Switch Connection
Subdivision 5				
Gilsonite.....	463.8	2809	65	E. & W.
Loma.....	465.2	2810	40	E. & W.
Subdivision 5-A				
Dragerton.....	14.2	9105	10	E. & W.
Subdivision 5-B				
Arch.....	10.3	9935	12	E. & W.
Lee.....	18.3	9937	12	E. & W.
Subdivision 6				
Kenilworth Junction.....	627.4	9030	Yard	West
Lynn, Eastward Track.....	632.5	9047	70	E. & W.
Mill Fork, Westward Track	669.9	9064	11	West
Gomex, Westward Track...	688.6	9078	Yard	East
Sutro, Eastward Track.....	690.7	9082	71	E. & W.
Ironton—Columbia Steel Co.....	698.2	9308	Yard	West
Gatey, Eastward Track....	704.2	9316	Yard	East
Scalley, Eastward Track....	704.6	9315	15	East
Pipe Mill Spur.....	710.1	9319	94	West
Lehi.....	717.0	9324	4	East
Nash.....	722.8	9326	195	West
Bestway Lumber, Eastward Track.....	734.2	9336	6	East
Newcastle Industry Eastward Track.....	736.4	9336	4	East
Sampler, Westward Track...	737.4	9336	92	E. & W.
Murray, Eastward Track...	738.4	9336	Yard	East

Name	Mile Post	Station Number	Car Capacity	Switch Connection
Subdivision 6 (Cont.)				
Boise Cascade Lumber, Westward Track . . .	738.6	9336	3	West
Titan Steel, Eastward Track	738.9	9336	4	East
Fire Clay, Westward Track.	739.0	9340	5	East
Pappas Lumber, Eastward Track	740.5	9352	4	East
Sugar House	742.5	9710	Yard	West
Subdivision 6-D				
Moroni Spur	52.8	9234	Yard	East
Larsen	9.3	9231	Yard	East
Gunnison Sugar Factory	75.0	9254	Yard	West
Ivie—Mill Spur	90.2	9270	12	West
Ivie—Beet Spur	90.3	9270	17	East
Jumbo Mill	97.6	9276	Yard	West
Gramse	101.6	9282	40	E. & W.
Subdivision 6-E				
Spanish Fork Sugar Factory	5.1	9409	93	E. & W.
Townsend	17.3	9423	13	E. & W.
Goshen	22.1	9428	6	East
Elberta	25.1	9432	20	E. & W.
Subdivision 6-G				
12th North Provo	1.9	9506	12	E. & W.
Provo Pressed Brick Works . . .	2.1	9508	3	West
Hale	5.8	9512	10	E. & W.
Subdivision 6-H				
Lakeview	2.0	9555	5	East
Curtis	3.8	9558	2	West
Lincoln	4.2	9561	9	East
Subdivision 6-J				
U. S. Smelter	0.5	9332	Yard	West
Proler Steel Co.	9.5	9626	Yard	East
Kennecott Corp. Interchange	11.9	9630	Yard	East
Subdivision 6-K				
Bacchus Spur	6.1	9672	Yard	West
East Magna Spur	10.7	9674	8	East
Subdivision 6-L				
Dalton	1.4	9626	15	E. & W.
Robbe Spur	1.7	9634	Yard	East
Snyder	3.5	9629	9	E. & W.
Subdivision 7				
North Salt Lake	750.3	9816	Yard	East
Fry	752.8	9824	10	East
Layton	767.6	9840	47	E. & W.
Layton Sugar Works	768.0	9842	90	West
Roy	775.1	9854	70	E. & W.
Ogden Sugar Works	779.3	9885	Yard	East
Evona	779.9	9884	30	East
Subdivision 16				
Colorado Core Co. Spur	353.2	2650	6	East
Meade Lumber Spur	353.5	2648	4	West
Coors, Roe	356.2	2644	16	E. & W.
Huff	385.9	2617	12	E. & W.
Ridgway Spur: Vernal	358.5	2652	42	E. & W.
Ridgway	377.1	2664	Yard	E. & W.
Subdivision 16-A				
Beet Track	374.0	2702	20	E. & W.
White	393.4	2716	9	West
Hotchkiss Spur	398.7	2718	9	West
Juanita Jct.	412.0	2738	50	East
Bear Mine	416.6	2742	Yard	E. & W.
Hawksnest	417.0	2744	12	E. & W.

Special Time-Table Rules

SUPERSEDING RULES AND REGULATIONS WHICH ARE INCONSISTENT THEREWITH

SUPERIORITY AND MOVEMENT OF TRAINS

1. EXCEPT AS OTHERWISE PROVIDED, EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

CLEARANCES

2. There are no train order signals at **Delta** or **Salina**. Westward trains must not leave **Salina** without Clearance unless otherwise provided.

2-A. Trains may leave the following stations without a Clearance:

Sub-Division	Station	Remarks
16, 16-A	Delta	When no operator on duty.
6, 7	Salt Lake City	When verbally authorized by train dispatcher.

TRAIN REGISTERS

3. At **Helper** No. 17 and No. 18 will register with register ticket.

3-A. Trains originating and terminating **Salt Lake City** will be registered at **Roper** by the train dispatcher through the operator. These trains will not require a check of train register **Roper**.

Only trains originating or terminating **Salt Lake City** will register at **Salt Lake City**.

3-B. Subdivision 7 trains originating and terminating **Roper** will register at **Roper**.

4. YARD LIMITS

Grand Junction (Subdivision 16 only)	Ephraim-West Ephraim
Austin	Manti
Hotchkiss	Gunnison
Paonia-Somerset	Spearmint
Delta	Redmond
Olathe	Salina-Marysvale
Montrose	Subdivision 6-E
Subdivision 5-A	Provo
Subdivision 5-B	Subdivision 6-G
Helper	Subdivision 6-H
Subdivision 6-B	Subdivision 6-J
Subdivision 6-C	Subdivision 6-K
Narrows	Subdivision 6-L
Fairview	East Roper-Roper-Salt Lake City
Mt. Pleasant	Subdivision 7-A
	Ogden-Transfer

4-A. Protection as prescribed by Operating Rule 99 is not required as follows:

Location	Limits	Trains
Grand Junction	ABS 4449—ABS 4512	Freight Trains
Soldier Summit	ABS 6501—ABS 6522, 6520-W	Freight Trains

AIR BRAKE AND RETAINER OPERATION, CAR LIMITS AND INSPECTION STOPS

5. Freight trains will be considered "Coal" trains if average weight per car is more than 90 actual tons and, in addition, the actual tonnage per unit with operative dynamic brake exceeds:

F-7, GP-7, F-9, GP-9, SD-7, SD-9.....	600 tons
GP-30, GP-35, GP-40.....	900 tons
SD-45	1200 tons
Utah Ry 300 Series.....	600 tons

These trains must not be operated in excess of 50 MPH.

5-A. When stopped on grade and locomotive brakes will not hold train standing, the train must be held with hand brakes, or a sufficient number of retainers placed in operative position to hold train, before the air brakes are released and recharged.

5-B. When retainers are required they will be placed in 10 pound (LP) or Slow Direct (SD) position on light loads and empties and in 20 pound (HP) position on coal, ore, rock, slag, potash, grain and other heavy loads.

When retainers are in use speed must be restricted to 15 MPH.

5-C. From **Soldier Summit** to **Thistle** and from **Kyune** to **Helper**, passenger trains handled by locomotive having dynamic brake inoperative, locomotive brakes must be allowed to apply when brakes are applied on train.

5-D. Dynamic brake must not be used on more than 4 units of a locomotive on the head end of a train with an SD-45 unit in locomotive consist or on more than 5 units if no SD-45 unit in locomotive consist.

Subdivision 5-A (Sunnyside Branch)

5-E. Retainers—**Sunnyside to Columbia Junction**

Less than 3-unit dynamic brake	Use retainers on all loaded cars.
3 or more unit dynamic brake	Beginning at head end of train use retainers on 75% of loaded cars.

Retainers—**Columbia Junction Westward:**

If dynamic brake is inoperative retainers will be used in forward one half of train.

5-F. On "Coal" trains, (See Time-Table Rule 5), if dynamic brake is inoperative or if use of full dynamic brake and 18 pounds brake pipe reduction will not control train at the allowable speed, train must be stopped, retainers on all loads placed in operative position and sufficient hand brakes set to prevent movement. Train must not proceed except as instructed by Chief Dispatcher or other proper authority.

Freight Trains—Soldier Summit to Helper

5-G. If actual tonnage per unit with operative dynamic brake exceeds:

F-7, GP-7, GP-9, F-9.....	1300 tons
GP-30, GP-35, GP-40.....	1600 tons
SD-7, SD-9, SD-45.....	1900 tons
Utah Ry. 300 Series.....	1700 tons

beginning at head end of train use ten retainers plus one retainer for each additional 50 tons. If dynamic brake is inoperative, retainers will be used on all cars.

Retainers will be turned up before leaving **Soldier Summit**, unless it is known that train will stop at **Colton** or **Kyune**, but retainers must be turned up before leaving **Kyune**.

5-H. On "Coal" trains, (See Time-Table Rule 5), if dynamic brake is inoperative or if use of full dynamic brake and 18 pounds brake pipe reduction will not control train at the allowable speed train must be stopped, retainers on all loads placed in operative position and sufficient hand brakes set to prevent movement. Train must not proceed except as instructed by Chief Dispatcher or other proper authority.

Freight Trains—Soldier Summit to Thistle

5-I. If actual tonnage per unit with operative dynamic brake exceeds:

F-7, GP-7, GP-9, F-9.....	1400 tons
GP-30, GP-35, GP-40.....	2000 tons
SD-7, SD-9, SD-45.....	2800 tons
Utah Ry. 300 Series.....	1800 tons

beginning at head end of train use ten retainers plus one retainer for each additional 50 tons. When retainers are in use inspection stops must be made at **Gilluly**, **Narrows** and **Thistle**. If dynamic brake is inoperative, retainers will be used on all cars.

5-J. On "Coal" trains, (See Time-Table Rule 5), if dynamic brake is inoperative or if use of full dynamic brake and 18 pounds brake pipe reduction will not control train at the allowable speed train must be stopped, retainers on all loads placed in operative position and sufficient hand brakes set to prevent movement. Train must not proceed except as instructed by Chief Dispatcher or other proper authority.

Subdivision 6-B (Spring Canyon Branch)

5-K. On descending grades use retainers on all cars.

Before loads are pulled from mine tracks, an application and release test of air brakes must be made.

Train crew must know that the above brake tests are made and that train brakes apply and release properly.

Subdivision 6-C (Pleasant Valley Branch)

5-L. If actual tonnage per unit with operative dynamic brake exceeds:

F-7, GP-7, GP-9, F-9.....	900 tons
GP-30, GP-35, GP-40.....	1000 tons
SD-7, SD-9, SD-45.....	1300 tons

beginning at head end of train use ten retainers plus one retainer for each additional 200 tons **Clear Creek to Scofield**.

If dynamic brake is inoperative, the forward one-half of retainers will be used **Clear Creek to Scofield** and forward one-third of retainers will be used **Scofield to Colton**.

Subdivision 6-E (Tintic Branch)

5-M. Not more than 30 loads may be handled and retainers must be used on all cars **Iron King to Pearl**.

Subdivision 6-J (Bingham Branch)

and

Subdivision 6-L (Lark Branch)

5-N. If actual tonnage per unit with operative dynamic brake exceeds:

F-7, GP-7, GP-9, F-9.....	900 tons
GP-30, GP-35, GP-40.....	1000 tons
SD-7, SD-9, SD-45.....	1300 tons

beginning at head end of train use ten retainers plus one retainer for each additional 100 tons **Lark-Copperton to Welby**. If dynamic brake is inoperative, retainers will be used on all cars.

Subdivision 7

5-O. At Freeport Center, **Clearfield**, when handling cars on North or South main switching lead west of Rio Grande connection switch, sufficient air brakes must be cut in and operative to control movement on descending grade with at least one air brake cut in for every six loads.

RAILROAD CROSSINGS AT GRADE, ABS, CTC AND OTHER SIGNALS

6. Railroad crossings at grade protected by signals or signals and derrails:

Sub-div	MP	Tracks Governed	Remarks
6	698.9	D. & R. G. W. main tracks and U. P. switch tracks.	Semi-automatic color light signals. Each road governed by own rules and special instructions. D&RGW movements to and from Iron-ton Steel plant will be made from West pass to Steel plant track through hand-throw switch normally lined, and locked for U.P. movement.
6	705.7	D. & R. G. W. main tracks and U. P. main track.	Automatic signals. Color light signals without derrails. Each road governed by own rules and special instructions.

Railroad crossings at grade protected by signals or signals and derrails: 15

Sub-div	MP	Tracks Governed	Remarks
6	744.2	D. & R. G. W. running tracks and U. P. Main track and	Automatic Interlocking. Color light signals. Each road governed by own rules and special instructions. Time release and U. P. dispatcher's phone are located in box at crossing. If signal does not clear within 8 minutes after release is operated, trainman or engineman must notify dispatcher, and movement over crossing be governed by D&RGW Operating Rule 667. Indicator lights are provided inside housing for time release. Lights are designated as "U.P." and "D&RGW." When such indicator lights are illuminated, they will denote that signals on route designate stop. Trains or locomotives desiring to make reverse movement over crossing after having cleared the home signal limits will depress pushbutton in box on home signal and hold for 5 seconds, then release, in order to receive signal for movement over crossing.
6	744.2	D. & R. G. W. Main track and U. P. Main track.	
7	745.5	D. & R. G. W. Main track and U. P. switch track. W.P. running track and D. & R. G. W. running tracks and U. P. main track.	Interlocking. Color light signals for normal and reverse movements. U. P., W. P., and D. & R. G. W. — each road governed by own rules and special instructions. Eastward home signal located just north of 4th North Street, and westward home signal located just south of 2nd South Street are controlled to eliminate the blocking of important street crossings when continuous movement cannot be made through interlocking. All switches in connection with signals governing routes are remote controlled. All other switches are hand operated.
7	748.7 750.3	D. & R. G. W. main track and U. P. switch tracks.	Semi-Automatic signal protection. Color light signals. Normal position of derrails and signals against U. P. Each road governed by own rules and special instructions. See instructions posted in phone booth. ABS governing movements from Standard Oil Spur and Cudahy Spur have two signals. Upper signal governs route to D. & R. G. W. main track, lower signal governs route to U.P. Bee Line Spur leads from Cudahy Spur track and is equipped with pipe connected mechanical lock. Normal position of switch is to Bee Line Spur. Before movement is made to or from D.&R.G.W. main track and Cudahy Spur, main track switch must be reversed. Bee Line Spur switch will

Sub-div	MP	Tracks Governed	Remarks
7	748.7 750.3	D. & R. G. W. main track and U. P. switch tracks.	then be unlocked to permit lining. When restoring switches to normal, Bee Line Spur switch must be normal before main track switch is placed normal. Lower signal governing movement from Cudahy Spur will display lunar indication for movement to Bee Line Spur or yellow for movement to U.P. track.
7	771.3	D. & R. G. W. main track and U. P. branch track.	Color light signals. U. P. trains stop. Normal position of derails and signals against U. P. Each road governed by its own rules.
7	779.3	D. & R. G. W. main track and O. U. R. - & D. yard track.	CTC. Signals and dual controlled switches controlled by D.&R.G.W. train dispatcher, Roper .
7	781.3	D. & R. G. W. main track and S. P. main track and O. U. R. & D. yard tracks.	Color light signals. Normal position of signals and derails against D. & R. G. W. See instructions posted on inside of door on release mechanism.
7	781.7	D. & R. G. W. yard track and U. P. main track.	Color light signals. Normal position of signals against D.&R.G.W. See instructions posted on inside of door on release mechanism.
13th South Salt Lake City		D. & R. G. W. yard track and U. P. main track.	Color light signals and derails on D. & R. G. W. Color light home and distant signals and no derails on Union Pacific. Instructions for operation of derails on D. & R. G. W. are posted inside of electric lock case.

6-A. Railroad crossings at grade not protected by signals:

Sub-div	MP	Tracks Governed	Remarks
Sugar House Spur	0.7	D. & R. G. W. spur and U.P. main track.	D. & R. G. W. trains and engines must stop clear of crossing and after ascertaining that no conflicting movement is approaching may then hand operate and lock gate against movements on U. P. track. After movement is completed and crossing cleared, gate must immediately be restored to normal position and locked. Gate is equipped with two lights, one of which is in center of gate and one on pivot post. These lights will display red when gate is lined AGAINST approaching movement and green when gate is lined FOR approaching movement. At night, if both lights are not burning, stop must be made before fouling crossing.

Sub-Div.	MP	Tracks Governed	Remarks
3rd West and Van Buren St., Salt Lake City		D. & R. G. W. spur and U.P. spur track.	The gates will normally be lined AGAINST the U.P. and FOR D.&R.G.W. movement. Signal will show green FOR approaching movement and red AGAINST approaching movement. D.&R.G.W. crews may use crossing without stopping provided it is seen to be clear. U.P. crews will stop and line for their movement if no D.&R.G.W. movement is in evidence.

Operation at Grand Junction

6-B. Trains and locomotives must not pass Signals D-2, D-3, D-5, D-6, D-10, D-12, D-14, or D-16 (all located in the vicinity of the hump at East Yard and to which ABS and CTC Rules do not apply) when displaying stop indication, without authority from yardmaster.

These signals are operated from retarder tower. Signals D-2 and D-5 do not control the movement of yard engines when such yard engines are governed by trimmer signal located on west side of humpmaster building.

Unless otherwise instructed, Signal D-5 will govern eastward trains departing from Tracks 1 to 3, inclusive, and Signal D-2 will govern eastward trains departing from Tracks 4 to 8 inclusive.

6-C. Dual controlled switch point derail on middle track, 10th Street, **Grand Junction**, located between opposing Positive ABS 4487-FE and 4488-F, normal position for derail. Westward trains or locomotives must occupy release section approaching Positive ABS 4487-FE one minute before train dispatcher can position signal and dual controlled switch.

6-D. Depot Running Track between dual controlled switches at MP 449.0 and MP 450.1, **Grand Junction**, connects with Westward Main Track. Trains, yard or other locomotives occupying this track must make way for passenger trains without unnecessary delay.

Trains originating Depot Running Track, or Depot Yard, Passenger Station, may depart when repeater signal MP 449.8 westward or MP 449.3 eastward displays proceed indication. If repeater signal does not indicate proceed when train is ready to depart, train dispatcher must be contacted immediately.

Operation at Helper

6-E. Operator **Helper** controls all positive ABS, dual controlled switches, and dual controlled spring derail with two position signal governing eastward movements through derail to Snake Lead, at **Helper**.

ABS 6254-A governs movements from Independent Lead through crossover to main track. Trains entering or leaving **Spring Glen Yard** must first obtain permission from operator at **Helper**.

Eastward trains departing on No 1 lead must occupy release section located 310 feet west of ABS 6258-F, 48 seconds before dual controlled switches can be positioned for departure.

Eastward trains from Coal Yard must communicate with operator when ready to depart and must occupy release section one minute before dual controlled spring derail can be positioned to enter Snake Lead. When proceed indication is displayed it is authority to proceed to **Spring Glen** on Independent Lead.

6-F. Westward ABS 6257-FS and Eastward ABS 6258-F will normally display a lunar indication. When displaying "STOP" it indicates there is a train approaching and trains, yard and other locomotives must give way without unnecessarily delaying the approaching train or trains.

Operation at Thistle

6-G. Operator **Thistle** controls all positive ABS and dual controlled switches at **Thistle**.

Operation Springville-Roper

6-H. Operator **Provo** controls Westward Positive ABS 6955-E and 6955-EA at switch to Main Track Subdivision 6-E and Westward Positive ABS 6955-W and Eastward Positive ABS 6958.

When Positive ABS 6958 or 6955-EA display "PROCEED" it is authority to occupy Eastward Main Track between Eastward Positive ABS 6958 and Westward Positive ABS 6947. Such authority must not be given when Westward train or work extra is occupying Eastward Main Track between **Thistle** and **Springville**.

When Westward Positive ABS 6955-E or 6955-EA display "PROCEED" and crossover MP 695.7 is lined for movement from Eastward Main Track to Westward Main Track it is authority to proceed through crossover MP 695.7 to **Provo** on Westward Main Track.

6-I. Dual controlled derail located opposite ABS 7072-F on Geneva Steel Plant Lead.

Operation at Bacchus Spur

6-J. Trains entering Kennecott Corp. track MP 1.8, Bacchus Spur, must call Kennecott Corp. train dispatcher, **Copperton** for permission to operate electric locks.

After switches have been lined and signals indicate proceed, movement across Kennecott Corporation main track may be made. Movement must be continuous and switches restored to normal position on completion of movement.

All trains entering Hercules property at **Bacchus** will operate within plant as follows:

Derailed located 287 feet west of building No 2241 normally lined for derailing position, is locked with private lock when trucks are being loaded or unloaded. Barricades on track

with flashing warning lights, indicate track is fouled by trucks. Sound whistle and guard will remove barricade and unlock derail when track is clear.

Prior to crossing main track roadways make a complete stop before proceeding. Should vehicular traffic be present, provide a flagman with proper equipment to control movement of train or vehicles based on the following requirements: Vehicles transporting nitroglycerin, live missiles or other hazardous cargo shall have the right of way at all times. These may be easily identified. They are equipped with rotating or flashing red lights, clearly visible, and generally are preceded by an escort vehicle with similar flashing lights. All ordinary vehicular traffic will yield right of way when trains are present.

Other Signals

6-K. ABS are located to left of tracks they govern at following locations:

Eastward on Westward Track		Westward on Eastward Track		Eastward on Main Track
6336 W	6582 W	6335 E	6541 E	7424
6352 W	6598 W	6351 E	6561 E	7434
6372 W	6630 W	6371 E	6581 E	
6420 W	6998 W	6419 E	6615 E	
6442 W	7006	6443 E	7013 E	
6520 W	7014 W	6521	7041 E	
6542 W	7042 W	Home Signal MP 698.7		
6562 W				
Home Signal MP 699.0				
Home Signal MP 705.8				

CALIFORNIA ZEPHYR TRAINS

7. Rear trainmen out of Salt Lake City will change marker lens to display red and yellow instead of red and green.

7-A. Rear red and white lights will not be used. Trainmen will see that they are turned off before departing **Salt Lake City**.

TRAIN SPEEDS

10. Trains must not exceed the maximum speeds prescribed below:

ZONE SPEEDS

Passenger Freight
MPH MPH

Subdivision 16 (Montrose Branch)

Montrose-Grand Junction	30
Montrose-Ridgway	15

ZONE SPEEDS	Passenger MPH	Freight MPH
Subdivision 16-A (North Fork Branch)		
Delta-Bridge 380.19		30
Bridge 380.19-MP 405		25
MP 405-MP 412		20
MP 412-Somerset (Eastward)		20
Somerset-MP 413 (Westward)		12
Subdivision 5 except as specified below		
10th St—Grand Ave., MP 450.3, Westward track	70	65
10th St—Sw MP 450.6, Eastward track	20	20
West Durham—Sw MP 450.6, Eastward track	35	35
MP 452—MP 590		70
Subdivision 5-A (Sunnyside Branch)		
Mounds-MP 2		30
MP-2—East Switch Columbia Jct.		20
East Sw Columbia Jct.—Sunnyside (Eastward)		20
Sunnyside—East Sw Columbia Jct. (Westward)		15
Subdivision 5-B (Cane Creek Branch)		
Brendel—MP 22		40
MP 22—Potash		30
Subdivision 6 and 7, except as specified below		
	60	60
Helper-Thistle (Westward trains)		
MP 651.5—MP 665.5	30	30
MP 665.5—West Switch Narrows	50	40
West Switch Narrows—MP 676	35	35
MP 676-MP681	50	40
Thistle-Helper (Eastward trains)		
MP 676—West Switch Narrows	40	40
MP 665.5—MP 651.5	30	30
MP 639—Helper	30	25
(On "Coal" trains, (See Time-Table Rule 5, speed must be restricted to 25 MPH from MP 651.5 to MP 681, Westward, and to 20 MPH from MP 639 to Helper, Eastward).)		
MP 681-MP 742	70	70
Except, Eastward Main Track, East Roper-Endot	50	50
MP 742-9th South, Salt Lake City	30	30
Main Track, 9th South-South Temple Street, Salt Lake City	12	12
4th North Salt Lake City—Transfer	70	70
Subdivision 6-B (Spring Canyon Branch)		
Westward		10
Eastward		15
Subdivision 6-C (Pleasant Valley Branch)		
Colton—MP 9		15
MP 9—Clear Creek		10
Subdivision 6-D (Marysvale Branch)		
MP 1—MP 81		30
MP 81—MP 132.2		25
Moroni Spur		25

ZONE SPEEDS	Passenger MPH	Freight MPH
Subdivision 6-E (Tintic Branch)		
Pearl—Iron King (Eastward)		15
Iron King—Pearl (Westward)		10
Pearl—Springville		25
Spanish Fork Sugar Factory—Spanish Fork		10
Del Monte Packing Co.		5
Subdivision 6-G (Provo Canyon Branch)		
		20
Subdivision 6-H (Orem Branch)		
		10
Subdivision 6-J (Bingham Branch)		
Westward		15
Eastward		20
Subdivision 6-K (Garfield Branch)		
Welby—Kearns		30
Kearns-Magna and Bacchus Spur.....		20
Subdivision 6-L (Lark Branch)		
Westward		12
Eastward		20
Subdivision 7-A (Hooper Branch)		
		12
OTHER MAXIMUM SPEEDS		
		MPH
10-A. All Subdivisions, except where maximum allowable speeds are lower.		
Through turn-outs equipped with Dual Controlled switches:		
MP 445.0	East end east long lead	
Durham	East and west end siding	
Durham	West end two main tracks	
Rhone	East and west end siding	
Fruita	East and west end siding	
Mack	East and west end siding	
Ruby	East and west end siding	
Shale	East and west end siding	
Utaline	East and west end siding	
Westwater	East and west end siding	
Agate	East and west end siding	
Cisco	East and west end siding	
Whitehouse	East and west end siding	
Elba	East and west end siding	
Sagers	East and west end siding	
Thompson	East and west end siding	
Brendel	East and west end siding	
Floy	East and west end siding	
Solitude	East and west end siding	
Green River	East and west end siding	
Sphinx	East and west end siding	
Desert	East and west end siding	
Cliff	East and west end siding	
Woodside	East and west end siding	
Grassy	East and west end siding	
Cedar	East and west end siding	
Verde	East and west end siding	
Mounds	East and west end siding	
Mounds	Jct Sw—Subdiv 5-A	
Wash	East and west end siding	
Wellington	East and west end siding	
Price	East end siding	
Maxwell	East and west end siding	

OTHER MAXIMUM SPEEDS **MPH**

Helper	End of two main tracks	
Lynn	Crossover MP 632.0	
Soldier Summit	East and west end both sidings	
Soldier Summit	End of two main tracks	
Gilluly	East and west end siding	
Thistle	East end westward siding	
Thistle	West end eastward siding	
Geneva	Crossovers MP 707.1, MP 707.2	
American Fork	East and west end siding	
Mesa	East and west end siding	
Riverton	East and west end siding	
Midvale	West end siding	
Midvale	Crossovers MP 734.4, MP 735.9	
East Roper	Crossover MP 740.8	
Woods Cross	East and west end siding	
Clearfield	East and west end siding	
Transfer	East end outbound lead	30
Colton	End of two main tracks	60
Pipe Mill	End of two main tracks	55
Endot	End of two main tracks	50
Other turn-outs equipped with Dual Controlled switches		15
Main track, U.P. Crossing MP 744.2		12
Grant Tower Interlocking MP 745.5		15
Geneva Steel Plant Yard		10
Bowie Mine Tracks		5
Turnouts equipped with spring switches, see Time-Table Rule 13.		
Other turnouts equipped with spring switches		15
Trailing through spring switches on straight track		30
In or out of other turnouts		15
10-B. Maximum speeds permissible in any service by various types of locomotives and equipment as follows:		
Diesel locomotives 130-149		40
Other diesel locomotives		70
Steam Derricks		35
Russell Snow Plow X-67 (Handled in trains)		30
Clamshells, Scale Test Cars (except Scale Test Car X-450) and Pile Drivers moving on own wheels		25
Scale Test Car X-450		35
Flat cars loaded with Rip-Rap		25
Welded Rail Trains, under load		35
Cars stencilled beet or tie service		40
Spreaders and Flangers handled in train (not working)		35
Steam Derrick 028 must not be used on Ridgway Spur; when used on other branches speed must be restricted to 15 miles per hour over wooden trestles.		

OTHER MAXIMUM SPEEDS **MPH**

10-C. Sidings where maximum permissible speed is less than 30 MPH:	
Kyune	
Detour	
Narrows	
Rio	
All Branches	15
10-D. City Ordinances	
Grand Junction	25
Montrose	15
Price	40
Helper	35
Provo	30
Lehi	45
Salt Lake City, 9th So—5th No Streets	25

MEDICAL TREATMENT**11. Suggested doctors for care of sick or injured passengers:**

T. D. Burleigh, M.D.	Grand Junction
K. E. Prescott, M.D.	Grand Junction
A. R. Demman, M.D.	Helper
C. M. Smith, Sr., M.D.	Provo
J. J. Weight, M.D.	Provo
J. D. Brewerton, M.D.	Salt Lake City
A. H. Cottam, M.D.	Salt Lake City
M. R. Davis, M.D.	Salt Lake City
Harper Pearse, M.D.	Salt Lake City
R. J. Stearman, M.D.	Salt Lake City

11-A. Suggested hospitals for the care of injured passengers:

St. Mary's Hospital	Grand Junction
City-County Hospital	Price
Utah Valley Hospital	Provo
Holy Cross	Salt Lake City
St. Mark's	Salt Lake City

11-B. Hospital Association Doctors for care of sick or injured employees.

Call 243-3545	Grand Junction	W. R. Worley, Jr., Surg.	Richfield
N. A. Brethouwer, GP	Montrose	R. H. Nightingale	Springville
Robert J. Bennett, GP	Delta	Internist	
Woodrow E. Brown, GP	Hotchkiss	Clair W. Judd, GP	Springville
E. Robert Orr, GP	Fruita	Preston G. Hughes	Spanish Fork
H. T. Barton, GP	Green River	General Practitioner	
James R. Alexander, GP	Moab	Milo C. Moody, GP	Spanish Fork
Paul R. Mayberry, Surg.	Moab	Thomas M. Hall, GP	Payson
Jay P. Munsey, GP	Moab	DeCosta Clark, Dentist	Provo
Rodney R. Rutt, GP	Moab	Ralph E. Jorgenson	Provo
Alfred James, Surg.	Dragerton	Ophthalmologist	
J. E. Dorman, Ophthal.	Price	Richard A. Nimer, Internist	Provo
Wm. M. Gorishek, Surg.	Price	H. David Rees, Surg.	Provo
S. L. Oliveto, Dentist	Price	Charles M. Smith, Sr., GP	Provo
J. J. Dalpiaz, Dentist	Helper	Charles M. Smith, Jr.	Provo
A. R. Demman, GP	Helper	Orthopedic Surgeon	
O. W. Phelps, GP	Helper	Jesse J. Weight, GP	Provo
Orlo W. Hardy, GP	Clear Creek	J. B. Westwood, GP	Provo
D. C. Rigby, GP	Mt. Pleasant	Boyd Larsen, GP	Lehi
Harlow B. McQuarrie	Ephraim	J. T. Meyers, GP	Lehi
Proctologist		Carvel H. Evans, GP	Murray
Halvard J. Davidson, GP	Manti	Val Sundwall, GP	Murray
L. H. Stewart, GP	Gunnison	Norman R. Beck, Ortho.	Salt Lake
Rae E. Noyes, GP	Salina	Charles F. Behle	Salt Lake
H. Asa Dewey, GP	Richfield	Ophthalmologist	
		Harry Berman	Salt Lake
		Ear, Nose, Throat	

11-B. (continued)

Richard P. Bigelow.....Salt Lake Internist	E. D. Nusbaum.....Salt Lake Neurologist
Robert M. Crowder.....Salt Lake Radiologist	Charles M. Parrish.....Salt Lake Thoracic Surgery
L. Dean Day, Ob-Gyn.....Salt Lake	C. B. Powell.....Salt Lake Neurosurgeon
K. L. Dedekind, Dentist.....Salt Lake	James H. Quinn.....Salt Lake Ophthalmologist
Robert G. Evans, Intern.....Salt Lake	O. Howard Reichman.....Salt Lake Neurosurgeon
Robert T. Ferguson.....Salt Lake Ear, Nose, Throat	C. H. Springer, Dentist.....Salt Lake
Harry E. Fisher, Jr.....Salt Lake Urologist	Jack L. Tedrow.....Salt Lake Psychiatrist-Neurologist
Dean W. Gray.....Salt Lake Ear, Nose, Throat	Robert G. Thompson.....Salt Lake Dermatologist
George D. Gross, Intern.....Salt Lake	Richard T. Van Orden.....Salt Lake Ear, Nose, Throat
Whitney J. Haight.....Salt Lake Ear, Nose, Throat	E. H. White, Internist.....Salt Lake
Charles C. Hall, Ortho.....Salt Lake	George S. Diument.....Bountiful General Practitioner
J. E. Hansen.....Salt Lake Ear, Nose, Throat	Noall Z. Tanner, Surg.....Layton
Don Handy, Dentist.....Salt Lake	Joseph Amano, GP.....Clearfield
Wayne M. Hebertson.....Salt Lake Neurologist	Ralph C. Petersen, GP.....Clearfield
Phillip M. Howard.....Salt Lake Surgeon	H. V. DeMars.....Ogden Ear, Nose, Throat
F. W. Kirk, Dentist.....Salt Lake	Chelton S. Feeny, Internist.....Ogden
Lewis Kirkman, Derma.....Salt Lake	R. W. Krumbach.....Ogden Urologist
Anthony W. Middleton.....Salt Lake Urologist	James A. McMurrin, Surg.....Ogden
R. C. Mohr, Psych.....Salt Lake	Drew M. Peterson.....Ogden Internist
Everett B. Muir.....Salt Lake Ophthalmologist	A. W. Petty, Dentist.....Ogden
A. Namba, Internist.....Salt Lake	Ralph W. Pugmire.....Ogden Ophthalmologist
Stanley Neff, GP.....Salt Lake	Clayton Gabbert.....Ogden Orthopedic Surgery

11-C. Assigned Hospitals of the Hospital Association:

St. Mary's.....	Grand Junction
Holy Cross.....	Salt Lake City
St. Mark's.....	Salt Lake City
City-County	Price
Utah Valley	Provo
Thomas D. Dee Memorial.....	Ogden

12. LOCATION OF CROSSOVERS ON TWO MAIN TRACKS

MP	Points	MP	Points	MP	Points
448.6	Trailing	665.0	Facing	699.2	Facing
449.0	Facing	666.1	Trailing	699.9	Trailing
451.1	Trailing	671.6	Trailing	700.4	Trailing
626.0	Trailing	675.9	Facing	700.9	Trailing
626.6	Trailing	680.0	Facing	701.0	Facing
627.0	Facing	681.0	Trailing	707.1	Trailing
628.8	Trailing	682.3	Trailing	707.2	Facing
630.1	Trailing	682.3	Facing	734.4	Facing
631.2	Facing	688.6	Trailing	735.9	Trailing
632.0	Trailing	695.7	Trailing	740.8	Facing

13.

SPRING SWITCHES

MP	Location	Normal Position	MPH
445.6	East Yard, East switch	East Yard	15
446.9	East Yard, East switch Departure Track	East Long Lead	15
447.3	East Yard, Entering Track	East Yard	15
448.5	Grd. Jct., Westward Departure Track to Alternate Inbound	Crossover	15
625.7	Helper, east end Independent Lead	Independent Lead	15
627.4	Helper, westward lead	Westward Main Track	15
665.0	Detour, east end siding	Eastward Main Track	15
671.6	Narrows, east end siding	Eastward Main Track	15
675.9	Rio, east end siding	Eastward Main Track	15
681.5	Thistle, west end siding	Westward Main Track	30
740.7	East Roper	Eastward Main Track	15

DUAL CONTROLLED SPRING SWITCHES

625.8	Helper	Snake Lead	15
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15.

AUXILIARY LINES

Grand Jct	Subdivision 16
Delta	Subdivision 16-A
Thistle	Subdivision 6-D

DESIGNATION OF TRACKS, POSITION OF SWITCHES
RESTRICTION OF TRACKS

16. Freight trains entering receiving yard at East Yard, Grand Jct. will head in yard as indicated by Track Indicator.

Track Indicator for Westward trains is located at MP 445.6.

Track Indicator for Eastward trains is located at MP 447.3. Eastward trains entering alternate eastbound track East Yard, Grand Jct. will be governed by instructions from Yardmaster.

At East Yard, Grand Jct. permission must be obtained from Train Dispatcher before entering long lead at east end receiving yard.

16-A. Junction switch at west end Delta must be left lined and locked for Subdivision 16-A.

16-B. Normal position of west siding switch leading to stockyards, Montrose, is to stock track.

16-C. Switch to Carbon County Railway at east end of Columbia Junction must be lined for Subdivision 5-A when not in use.

16-D. When making pick up from Finished Coal Yard at Wash and washery is operating, a member of the crew must contact the Retarder Operator and advise him of movements to be made. An understanding must be had that Retarder Operator will not drop cars while train is occupying lead to Finished Coal Yard. The first crossover switch east of the retarder must be lined for No. 3 Track while pick up

is being made. When not in use switches at east end of Finished Coal Yard must be left lined for derail spur. Cars set in Raw Coal Yard must be in clear of crossover switches at east end of yard.

Raw Coal Yard

Track	Designation	Capacity
1	CBC Empties	40
2	DRGW Empties	40
3	Geneva Loads	40
4	Geneva Loads	40
5	Somerset Loads	40
6	Somerset Loads	40

16-E. Westward freight trains arriving **Helper** will be governed by track indicator, designating track to be used, located just opposite ABS 6257-FS east end of **Helper**:

M. Main Track
1-7 Inclusive; Tracks as indicated.

16-F. Wye switches **Welby** must be lined and locked for **Garfield Branch** when not in use.

16-G. **Sigurd** and **Sevier** sidings are used as main track.

16-H. Locations where trains or locomotives must not clear the main track (See Operating Rule 563).

Location	Tracks
Kyune, westward track, MP 639.2.....	Spur
Gilluly, eastward track, MP 660.8.....	Spur
Gatex, eastward track, MP 704.2.....	Spur
Scalley, eastward track, MP 704.7.....	Spur
Lehi, MP 716.9	Spur
Midvale, eastward track, MP 734.3.....	Spur
Newcastle Industry, eastward track, MP 736.4.....	Spur
Lumber Yard, westward track, MP 738.6.....	Spur
Murray, eastward track, MP 739.0.....	Spur
Fireclay, westward track, MP 739.1.....	Spur
East Roper, eastward track, MP 740.6.....	Spur

16-I. SD-7, SD-9 and SD-45 locomotives must not be operated on the following tracks.

Spanish Fork

SL&U trackage in Center and Main Streets, including California Packing Company, Del Monte.

Provo

As designated by Yard bulletin.

Murray

Fireclay

Sugar House Spur

Salt Lake City and Ogden

As designated by Yard bulletin.

16-J. Location of permanent derails on main track or sidings:

Subdivision	Location	Description
5-B	Seven Mile	Both Ends Siding
5-B	Emkay	East End Siding
6-D	Hill Top	Both Ends Siding
6-D	Spearmint	West End Siding
6-D	Axtell	West End Siding
6-D	Redmond	East End Siding
6-D	Kema	West End Siding
6-D	Sevier	West End Siding
6-F	Burgin	West End Siding
16	Chipeta	West End Siding
16	Olathe	West End Siding
16	Roe	West End Siding
16-A	Saxton	West End Siding
16-A	Austin	West End Siding
16-A	Payne	West End Siding
16-A	Paonia	West End Siding

DOUBLEHEADING AND PLACING OF HELPER LOCOMOTIVES IN TRAIN

17. Tonnage handled by units on head end of train must not exceed:

Territory	Adjusted Tons
Helper to Kyune	4000
Thistle to Soldier Summit	5000

If train consists of more than this tonnage, helper will be placed on rear or cut into train.

17-A. D&RGW scale test cars, cars placarded "Rear End" or "Handle on Rear of Train Only", and other cars designated as "Rear Enders" must be trained behind helper.

17-B. Unless otherwise provided, helper locomotives will be trained as follows:

Location in train	Maximum number of helper units
Behind caboose	Two units of any type
Ahead of caboose	(a) Three units of any type, or (b) Five units if no SD-45 unit in locomotive consist
Ahead of 2500 adj. tons	(a) Five units of any type, or (b) Eight units if no SD-45 unit in locomotive consist
Ahead of 3000 adj. tons	All others

Helper locomotives exceeding the number of units specified may be used on rear of train provided excess units are isolated.

17-C. Coupler must be blocked on leading end of helper locomotive. Both couplers must be blocked on SD-7 and SD-9 units when used in helping service.

JOINT OPERATIONS

18. Trains entering **Magna Yard** must occupy release section approaching block signal at west end of yard. If signal does not display proceed indication, a member of the crew must operate "release" located at entrance switch to yard. After operating "release" and signal fails to indicate proceed, movement may proceed under flag protection, according to Operating Rule 99 to the next block signal.

18-A. All employees will be governed by O. U. R. & D. Co. rules and regulations and will have in their possession copy of current time-table and rules, while using Southern Pacific tracks at **Ogden**.

Joint switch crews, **Salt Lake Terminal**, must have a copy of the current W. P. time-table with them while on duty, and be governed by it while on W. P. tracks west of east curb of Jeremy Street, **Salt Lake City**.

18-B. **Salt Lake City Union Depot and Railroad Co. Rules 1 and 3** as revised read:

1. Trains have no time table superiority between First South and Ninth South Streets, **Salt Lake City Union Depot** Company trackage on Fourth West Street, **Salt Lake City**. Yard engines and other engines occupying these tracks must make way for passenger trains without unnecessarily delaying them. Trains, yard engines and other engines must move on Depot Company tracks prepared to stop within one-half the range of vision.

3. Automatic street crossing signals in service at 2nd and 4th South Streets at 4th West Street, **Salt Lake City**. Control circuit limits marked by rail joints painted yellow.

When a train, engine or yard movement, has stopped or been delayed within circuit control limits, additional movements must proceed slowly until positive determination is made that crossing signals have operated a sufficient time to stop traffic. In event crossing signals are not operating, movement over crossing must be protected by a crew member.

Unnecessary occupancy of control circuits must be avoided.

Indication signal placed on mast east side of 2nd and 4th South Streets will display flashing lunar lights when crossing signals are operating.

Eastward and westward trains when ready to depart will proceed slowly into control circuit to activate crossing signals.

Unless otherwise instructed, track assignments SLCUD are as follows:

D. & R. G. W. and W. P. passenger trains....Track No. 3

U. P. interchange deliveries.....Any track
other than No. 3, or as
directed by Yardmaster.

Trains, yard engines, light engines and others using SLCUD Railroad Co. tracks will leave switches as found, except switches will be left lined for No. 3 track. Switch connection with WP main track and SLCUD track just east of 1st So. Street will be left lined for WP main track.

18-C. Within limits specified below Operating Rule 93 of the D.&R.G.W. governs all train or engine movements:

Limits	Roads Governed
Columbia Jct.	Carbon County Railway and D.&R.G.W.
Magna Yard	Kennecott Corp. and D.&R.G.W.
Clearfield Freepoint Center	U.P. and D.&R.G.W.

18-D. Movements in the **Ironton Plant** shall proceed prepared to stop short of any obstruction, including trains, occupied tracks, improperly lined switches, and be on the lookout for anything that may affect movement of the train.

18-E. Within the limits of **Geneva Steel Plant** all trains and engines shall move within the Plant prepared to stop short of any obstruction, including occupied track or improperly lined switches.

18-F. All freight trains, switch and light locomotive movements, including interchange deliveries between U. P. **North Yard**, and **D. & R. G. W. Roper**, will, unless otherwise provided, use the two running tracks extending from D.&R.G.W. main track, Subdivision 7, between 1st North Street and North Temple Street to 21st South Street, **Roper**.

Between crossover leading to W.P. connection just south of 1st South Street, **Salt Lake City**, and 21st South Street, **Roper**, all trains, switch, light locomotives, and interchange delivery movements will keep to the right. Movements against the current of traffic will be made only when authorized by Yardmaster or on signal indication. **Grant Tower Operator** will obtain authority from Yardmaster before positioning signals for reverse movements.

When display of markers is not required, as in switch movements, a member of crew must ride rear car and display a white light to rear at all times between sunset and sunrise.

18-G. When operating in TCS territory west of **Pollard Jct** to absolute signal "A" at MP 926.7 switch crews **Roper-Salt Lake Terminal** will be governed by W. P. Rule 547, reading:

"When work is to be done by any train or engine, including work trains, requiring movements in both directions

within a block or blocks, authority must be obtained from W. P. train dispatcher who will specify working limits and, when necessary, time limits."

All signals, switches, and electric locked switches between Ninth West Street and Thirteenth West Street are controlled by the U. P. train dispatcher. Switch crews **Roper-Salt Lake Terminal** will be governed by instructions posted in telephone booth and by the U. P. train dispatcher who will specify time and working limits. Crews leaving General Brewery must leave switch lined for Mountain Fuel Co. All movements west of absolute signal "A" MP 926.7 are governed by U. P. Rules 267 and 528 reading:

267. When a train or engine is stopped by a stop signal and no conflicting train movement is evident, a member of crew must communicate with dispatcher or operator and be governed by his instructions. If authorized to proceed, clearance Form C must be copied by a member of the crew and delivered to the engineer. After complying with Rule 528, train or engine may then proceed at restricted speed to next signal, but, when so instructed by dispatcher or operator, flagman must be sent ahead.

When flagging from a stop signal, train or engine must wait ten minutes after flagman has started ahead, then proceed at restricted speed following flagman to next point of communication or to the next signal displaying Approach, Advance Approach, or clear indication.

Exceptions: Clearance form C will not be required as authority to proceed from a stop indication when movement is leaving main track or leaving CTC territory or for movement entirely within yard limits.

When instructed by dispatcher or operator to send flagman ahead and no brakeman is available to provide protection, train will move forward until leading wheels are one car length past stop signal, wait ten minutes and then proceed at restricted speed to next signal.

When stopped by a stop signal and communication has failed, train or engine must not proceed, except when not standing between stop signals at a station, train or engine must move forward under flag protection to a point where they will be between stop signals at a station, clearing main track when practicable.

528. When authorized to proceed from a Stop indication of a signal governing movement over remote control or dual control switches and hand operation of switches is not necessary, selector lever on switches over which movement is to be made must be placed in Hand position, and, even though switch points appear to be in proper position, before making first movement over switch the switch operating lever must be moved back and forth until switch points are seen to move with movement of lever. Switch must then be lined for route to be used. Selector lever may be restored to motor position as soon as any part of train passes the signal.

18-H. All employees while using U. P. tracks, **Salt Lake City**, and U. S. Smelter tracks at **Midvale**, including D. & R. G. W. delivery and receiving tracks, will be under the jurisdiction of U. P. supervisors and will obey their instructions.

18-I. D. & R. G. W. crews will deliver all passenger equipment to the U. P. Depot yard. In event the equipment is in solid trains and the trains have to be turned, instead of delivering to the U. P. on the leg of the wye, this equipment will be handed into their Passenger Depot.

To effect delivery and turning D. & R. G. W. switch crews will use joint facilities of **Grant Tower** interlocking then proceed on Pedro No. 2 to 2nd South and 3rd West, thereafter moving only as directed by switch tender located at 2nd South Street, who will designate the track in the U. P. Depot on which the delivery is to be made.

18-J. D. & R. G. W. crews will be governed by the following U. P. Operating and Special Rules, in addition to D. & R. G. W. Rules of the Operating Department, while working in U. P. territory.

103(C). When a train, engine or switching movement is to be made against the normal current of traffic over a public crossing protected by automatic crossing signals, bells or gates, a member of the crew must protect the crossing, unless a crossing watchman is on duty.

103(D). At public crossings protected by crossing watchmen and crossing gates, yard crews must know gates are down and crossing protected before making movement onto or over the crossing. When not so protected, the crossing must be protected by a member of crew.

Bulletin No. A-45, dated August 29, 1968 reads:

"All trains and engines will handle their own switches for movement in vicinity 2nd South and 1st North Streets. Unless otherwise instructed, all passenger trains will use Track No. 3 at Salt Lake Passenger Station, and all switches at both ends of Passenger Yard must be left lined for No. 3 track after being used.

Switches will be set normally at:

2nd South Street—

Crossover just east of 2nd South, for movement from Provo Main to Grant Tower.

Switch from Passenger Line to Passenger Yard just west of 2nd South, for Passenger Yard.

Switch from Provo Main to Passenger Yard just west of 2nd South for Provo Main.

Derail near Switch Tender's shanty on passenger lead, south end Salt Lake Passenger Station has been removed. Derails have been installed at south end No. 1 track just south of Post Office Annex switch; No. 2 track just south of 1st South street and south end passenger lead just south of No. 7 track switch.

104(X). At Salt Lake City, eastward trains and engines on main track must stop to clear 5th North Street unless proceed signal is received from Switch Tender. Switch Tender must receive verbal permission from north end Dispatcher before giving proceed signal. At Salt Lake City, in addition to receiving Clearance Form 2643, Conductors of westward First Subdivision passenger trains must receive permission from Dispatcher before starting train.

Other trains and road engines, including D. & R. G. W. switch engines, must stop to clear Fifth North Street unless proceed signal is received from switchtender.

Unless otherwise directed, trains and engines, including D. & R. G. W. switch engines, moving to North Yard tracks from Freight Line must stop on straight track to clear Fourth North Street crossover, unless proceed signal is received from Fifth North switchtender.

802-B. Road engines, trains and yard movements approaching leads in terminal yards must stop before fouling lead unless it is known that switches are properly lined and lead is clear.

Before a train or yard movement starts out of a yard track, a trainman will precede the movement to a point where it is known route is clear.

Before a light engine starts out of a yard track, both the engineer and fireman must know that switches are properly lined and route is clear.

18-K. Grant Tower annunciator is located 430 feet west of 13th South Street, Salt Lake City. Following whistle signals will be given at this annunciator:

WP trains and engines departing—4 short.
Ogden trains and engines departing—1 long.
D. & R. G. W. to UP deliveries—2 short.
UP light engines returning—1 long, 1 short.

**STATIONS OPEN FOR COMMUNICATION
(ALSO FOR TRAIN ORDERS, IN TRAIN ORDER TERRITORY)**

OPEN HOURS

STATION	WEEK DAYS	SATURDAYS	SUNDAYS & HOLIDAYS
Grand Junction	Continuous	Continuous	Continuous
Delta	8:00 AM - 5:00 PM	8:00 AM - 5:00 PM	Closed
Olathe	8:30 AM - 5:30 PM	Closed	Closed
Montrose	8:00 AM - 5:00 PM	8:00 AM - 5:00 PM	Closed
Paonia	8:00 AM - 5:00 PM	Closed	Closed
Fruita	9:00 AM - 6:00 PM	Closed	Closed
Thompson	9:30 AM - 5:30 PM	Closed	Closed
Price	7:15 AM - 4:15 PM	7:15 AM - 4:15 PM	Closed
Helper	Continuous	Continuous	Continuous
Thistle	Continuous	Continuous	Continuous
Provo	Continuous	Continuous	Continuous
Geneva	Continuous	7:00 AM - 11:59 PM	7:00 AM - 11:59 PM
Midvale	7:00 AM - 4:00 PM	Closed	Closed
Roper	Continuous	Continuous	Continuous
Grant Tower	Continuous	Continuous	Continuous
Clearfield	7:30 AM - 11:00 PM	Closed	Closed
Transfer	Continuous	Continuous	Continuous
Sunnyside	8:00 AM - 5:00 PM	8:00 AM - 5:00 PM	Closed
Ephraim	8:00 AM - 5:00 PM	Closed	Closed
Salina	8:00 AM - 5:00 PM	Closed	Closed
Sigurd	8:00 AM - 4:00 PM	8:00 AM - 4:00 PM	Closed
Richfield	8:00 AM - 5:00 PM	Closed	Closed
Marysville	8:00 AM - 5:00 PM	Closed	Closed
Moroni	9:00 AM - 6:00 PM	Closed	Closed
Spanish Fork	9:00 AM - 6:00 PM	Closed	Closed
Garfield	8:00 AM - 5:00 PM	8:00 AM - 5:00 PM	Closed
Sugar House	8:30 AM - 5:30 PM	Closed	Closed

Following are legal holidays: New Year's Day, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas (provided when any of the above holidays fall on Sunday, the day observed by the State, Nation, or by proclamation shall be considered the holiday).

**REVISIONS AND/OR MODIFICATION OF AIR BRAKE
RULES**

8-B. When operating air signal, car discharge valve will be held open for one second and allowed to remain closed four seconds between each blast of signal whistle.

On passenger train, signal for application of train brakes may be given verbally or by hand or lamp signal. The signal for release of train brakes must be given by one long blast of air whistle which must be obtained by opening car discharge valve on last car in train from which the signal can be given.

8-S. On a freight train, at points where engine crew or train crew is changed, but engine is not detached and no change made in consist of train, incoming engineman will apply train brakes with a 20 pound service brake pipe reduction. Outgoing engineman will note brake pipe leakage (which must not exceed 5 pounds per minute), then release train brakes.

8-T. On a passenger train, at points where engine crew or train crew is changed, but engine is not detached and no change made in consist of train, incoming engineman will apply train brakes immediately after stopping, leaving brakes applied. Outgoing engineman will note brake pipe leakage (which must not exceed 5 pounds per minute), then release train brakes. This test to be followed by running test of brakes in accordance with Air Brake Rule 11, as soon as speed permits after starting train.

9-B. At a point other than a terminal where one or more cars are added to a train, and after the train brake system is

charged to not less than 60 pounds, as indicated by a gauge at the rear of freight train, and on a passenger train to not less than 70 pounds, test of air brakes must be made to determine that brake pipe leakage does not exceed five (5) pounds per minute as indicated by the brake pipe gauge after a 15 pound brake pipe reduction. After the leakage test is completed, brake pipe reduction must be increased to full service, and it must be known that the brakes on each of these cars and on the rear car of train apply and release. Cars added to a train which have not been inspected in accordance with Rules 8-F through 8-Q must be so inspected and tested at next terminal where facilities are available for such attention.

30-A. Diesel Road and Road-Switcher Units, either operative or inoperative, must be coupled together to make up the desired number of units for the train. All air hoses, including main reservoir pipe, brake pipe, actuating pipe, independent application and release pipe, equalizing pipe and sander pipe, must be properly connected between all units and cocks open.

30-B. Diesel Switching locomotives, moving dead in trains, must be handled not less than 5 cars or more than 15 cars from cabooses. If two or more switching locomotives are handled in same train, they must be separated by placing 5 cars between each locomotive.

SPEED TABLE

Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Mins.	Sec.		Mins.	Sec.		Mins.	Sec.	
—	36	100	—	58	62.6	1	40	36.0
—	37	97.3	—	59	61.0	1	42	35.3
—	38	94.7	1	—	60.0	1	44	34.6
—	39	92.3	1	02	58.0	1	46	34.0
—	40	90.0	1	04	56.2	1	48	33.3
—	41	87.8	1	06	54.2	1	50	32.7
—	42	85.7	1	08	52.9	1	52	32.1
—	43	83.7	1	10	51.4	1	54	31.6
—	44	81.8	1	12	50.0	1	56	31.0
—	45	80.0	1	14	48.6	1	58	30.5
—	46	78.3	1	16	47.4	2	—	30.0
—	47	76.6	1	18	46.1	2	05	28.8
—	48	75.0	1	20	45.0	2	10	27.7
—	49	73.5	1	22	43.9	2	15	26.7
—	50	72.0	1	24	42.9	2	24	25.0
—	51	70.6	1	26	41.9	2	30	24.0
—	52	69.2	1	28	40.9	2	45	21.8
—	53	67.9	1	30	40.0	3	—	20.0
—	54	66.6	1	32	39.1	3	30	17.1
—	55	65.5	1	34	38.3	4	—	15.0
—	56	64.2	1	36	37.5	5	—	12.0
—	57	63.2	1	38	36.8	6	—	10.0

LOCAL WATCH INSPECTORS

Parsons Jewelers.....	Grand Junction
McKnight Bros.....	Delta
G. J. DeViny.....	Montrose
Woody Jewelry Store.....	Helper
G. H. Heindselman.....	Provo
H. B. Miller & Co.....	Salt Lake City
L. C. West & Sons.....	Ogden

FROM	TO	SD-7, 5300-5304 SD-9, 5305-5314	F-7, 555-575 5761, 5784 F-9, 577 5762, 5783 GP-7, 5100-5113 GP-9, 5901-5954	GP-30, 3001-3028 GP-35, 3029-3050	GP-40 3051-3080	SD-45 5315-5340	Adj. Fac.
Grand Jct.....	Mounds.....	2600	1600	1900	2050	2850	6
Potash.....	Brendel.....	2400	1450	1750	1900	2600	6
Brendel.....	Emkay.....	1900	1200	1400	1500	2100	5
Mounds.....	Helper.....	2700	1800	2000	2150	3050	6
Helper.....	Grand Jct.....	2700	1800	2000	2150	3050	6
Mounds.....	Columbia Jct.....	1700	1075	1250	1350	1850	3
Columbia Jct.....	Sunnyside.....	900	550	650	700	980	2
Grand Jct.....	Delta.....	6500	4400	5200	5600	7500	10
Delta.....	Montrose.....	2800	1850	2150	2300	3250	5
Delta.....	Somerset.....	2800	1850	2150	2300	3250	5
Hotchkiss.....	Rogers Mesa.....	5000	3350	3800	4100	6000	8
Montrose.....	Ridgway.....	.....	1800	2000	2150	.....	.....
Subdiv. 16 Wye.....	East Yard.....	6000	4000	4700	5000	7000	.....
Helper.....	Castle Gate.....	1350	860	1050	1125	1520	.....
Castle Gate.....	Kyune.....	1150	725	800	900	1300	3
Kyune.....	Soldier Summit.....	2600	1650	1950	2050	2900	3
Provo.....	Thistle.....	3300	2150	2500	2700	3800	3
Thistle.....	Soldier Summit.....	1400	890	1050	1125	1600	3
Provo.....	Geneva.....	.....	4500	5400	5800	.....	8
Salt Lake.....	Ogden.....	4300	2900	3500	3700	5100	8
Ogden.....	Salt Lake.....	4300	2900	3500	3700	5100	8
Colton.....	Scotfield.....	1420	950	1150	1200	1650	3
Scotfield.....	Clear Creek.....	850	550	650	700	950	2
Spring Canyon Junction.....	Spring Canyon	650	400	470	500	700	2
Midvale.....	Welby.....	1200	800	950	1000	1400	2
Welby.....	Dalton Jct.....	900	550	650	700	1350	2
Dalton Jct.....	Copperton.....	800	520	600	650	950	1
Dalton Jct.....	Lark.....	800	520	600	650	950	1
Garfield.....	Welby.....	3150	2100	2450	2650	3700	3
Provo.....	Heber.....	1350	850	1000	1075	1520	3
Springville.....	Santaquin.....	2600	1600	1900	2050	2850	5
Goshen.....	Santaquin.....	2600	1600	1900	2050	2850	5
Goshen.....	Iron King.....	650	400	470	500	700	1
Thistle.....	Hilltop.....	1800	1300	1500	1625	2100	4
Salina.....	Hilltop.....	2700	1800	2000	2150	3050	5

SD-7 units rated the same as F-7 units and SD-9 units rated the same as F-9 units when used on a train with any other type units.

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